

Reprint of Order 1600.29C, Law Enforcement Alert Message
System

Appendixes 1 and 2 were inadvertently omitted from the
previous printing of Order 1600.29C.

The **attached version** of the order **replaces** the copy(s)
you now have on file.

Discard all copies that **do not have** appendixes 1 and 2
attached.

DISCARD THIS TRANSMITTAL AFTER FILING THE ATTACHED ORDER

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1600.29C

11/12/92

SUBJ: LAW ENFORCEMENT ALERT MESSAGE SYSTEM

1. PURPOSE. This order adopts and incorporates certain oral and written agreements between the Federal Aviation Administration (FAA), Drug Enforcement Administration (DEA), U.S. Custom Service (USCS), and the El Paso Intelligence Center (EPIC). This order modifies a number of former procedures regarding the initiation, control, content, and cancellation of Law Enforcement Alert Messages (LEAM), which consists of the STOLEN AIRCRAFT ALERT and the SUSPECT AIRCRAFT LOOKOUT, and establishes EPIC as the control point for the LEAM system.

2. DISTRIBUTION. This order is distributed to the division level in the Offices of Civil Aviation Security (CAS) Intelligence, Operations, Policy and Planning, Program Management, and division level in regional and center CAS Divisions; to the branch level in Air Traffic Plans and Requirements Service, Office of Air Traffic Program Management, Office of Air Traffic System Effectiveness, Air Traffic Rules and Procedures Service, Office of Air Traffic System Management, Flight Standards Service, and the Office of International Aviation in Washington headquarters, and the regions; to the Operations Centers in Washington and the regions; to the Operations Staff at the Aeronautical Center; all Flight Standards Field Offices, Civil Aviation Security Field Offices, Air Traffic facilities, and to the branch level in the European Region.

3. CANCELLATION. Order 1600.29B, Law Enforcement Alert Message System, dated February 25, 1977, is canceled.

4. EXPLANATION OF CHANGES. This order provides more current procedures for the handling of LEAM's by Air Traffic Control and civil aviation security personnel.

5. DEFINITIONS. The following definitions apply to this order:

a. EPIC. The El Paso Intelligence Center is an organization composed of 14 Federal agencies, including the FAA. The principal mission of EPIC is to facilitate the exchange of information and tactical intelligence on illicit narcotics trafficking and to support, through

**This Order, and the Information Contained Within,
Shall be Safeguarded from Disclosure.
FOR OFFICIAL USE ONLY
Public Availability to be
Determined Under 5 U.S.C. 552**

Distribution: A-W(CI/CO/CP/CZ)-2; A-W(TR/TZ/TP/TH/IA/EU)-3;
A-XYZ(CS/OC)-2; A-FFS/FCS/FAT-O (STD);
ADA-30 (5)

Initiated By: **ACI-300**

1600.29C

the intelligence process, Federal investigations concerning violations of Federal statutes as they apply to narcotics, aliens, currency, and weapons.

b. EPIC Watch. The 24-hour Operations Section at EPIC.

c. NADIN. The National Airspace Data Interchange Network is utilized by the FAA to transmit flight plans and administrative messages between FAA facilities. It is the primary system used for issuing LEAM messages and cancellation notices by EPIC.

d. NCIC. The National Crime Information Center is a nationwide communications and computer system maintained by the Federal Bureau of Investigation (FBI), which receives, stores, and responds to information and requests from law enforcement authorities on a variety of subjects including stolen aircraft.

e. Stolen Aircraft Alert. A LEAM (Appendix 1) issued by EPIC to alert and request recipients to watch for and report on the location and movement of an aircraft which has been reported STOLEN.

f. Suspect Aircraft Lookout. A LEAM (Appendix 2) issued by EPIC to notify and request recipients to watch for and report on the location and movements of an aircraft, OTHER THAN STOLEN, which is of investigative interest to law enforcement agencies.

g. Watch Inquiry. An inquiry by a law enforcement agency for information on the location or movement of either a stolen aircraft or an aircraft believed to be involved in an illegal activity.

6. SYSTEM RESPONSIBILITIES.

a. The Assistant Administrator for Civil Aviation Security, ACS-1, in coordination with the Office of Air Traffic System Management (ATM), shall act as the principal elements of the agency responsible for developing, implementing, and maintaining an effective LEAM system.

b. Sensitive Activities and Law Enforcement Support Division, ACI-300, shall be the agency's chief liaison representative with all Federal law enforcement agencies and EPIC on all matters pertaining to the LEAM system. The FAA program coordinator assigned to EPIC shall be the on-site ACS representative and coordinate the procedures established herein between EPIC and participating agencies to ensure compliance with this order.

**This Order, and the Information Contained Within,
Shall be Safeguarded from Disclosure.**

FOR OFFICIAL USE ONLY

**Public Availability to be
Determined Under 5 U.S.C. 552**

c. Regional Operations Centers shall provide Civil Aviation Security Divisions with an information copy of all LEAM information, including all corrected messages and notices of cancellations.

d. FAA Flight Service Stations, Air Route Control Centers and Terminals, upon receipt of knowledge concerning an aircraft for which a current LEAM is held, shall:

(1) Forward any information on the aircraft to EPIC.

(2) Immediately notify the regional duty officer via message, who will be responsible to relay it to the cognizant Civil Aviation Security Division by the most rapid means.

(3) Not take any action affecting the aircraft, cargo, crew, or passengers other than normal Air Traffic job-related activities.

e. EPIC shall initiate, provide for the proper contents of, and control all LEAM's issued on behalf of EPIC and participating user agencies.

f. EPIC and the Air Route Traffic Control Centers should continue to use Order 7110.52, Suspect Illegal Use of Aircraft, for reporting procedures involving radar detection of law enforcement transponders placed on suspect aircraft.

7. STOLEN AIRCRAFT ALERT PROCEDURES.

a. NCIC receives input from local law enforcement agencies, stores the data, and responds to inquiries relating to it and automatically transmits a copy of any reported aircraft theft to EPIC. NCIC also notifies EPIC of a corrected entry, the recovery of a stolen aircraft, or when an investigation has been closed.

b. EPIC automatically receives readouts on all aircraft thefts entered into NCIC and, based on the logical requirements of individual cases, takes action to:

(1) Research appropriate intelligence systems to ascertain existing data on the aircraft, owner, and any suspects;

(2) Determine whether the aircraft is on lookout for any reason, and if so, coordinates between requestors to ensure that the most effective ALERT or LOOKOUT is posted on the aircraft, which includes notification to Federal, State and local law

**This Order, and the Information Contained Within,
Shall be Safeguarded from Disclosure.**

FOR OFFICIAL USE ONLY

**Public Availability to be
Determined Under 5 U.S.C. 552**

1600.29C

enforcement agencies as well as FAA. (Stolen aircraft alerts are not only given the widest possible distribution, but the stolen category presents law enforcement officers with immediate “probable cause” to stop, search, seize, and arrest);

c. Flight Service Stations, Air Route Traffic Control Centers and Terminals, receiving a LEAM from EPIC shall, as appropriate, take the following actions:

- (1) Distribute the LEAM, at the discretion of the Air Traffic Manager, to all tie-in (guard) facilities or offices;
- (2) Check records for pertinent information on the LEAM relating to any contact with the aircraft within the past 24 hours;
- (3) Notify EPIC telephonically or via NADIN of prior or future contacts, or other pertinent information as it develops;
- (4) Cease all actions on LEAM's concerning stolen aircraft upon receipt of a cancellation or summary, if the summary does not include the aircraft identifier;
- (5) Take no action regarding the aircraft, crew, or passengers other than normal air traffic job-related activities;
- (6) Distribute the STOLEN AIRCRAFT ALERTS and summaries, at the discretion of the Air Traffic Manager, to all parties, fixed base operators, airport managers, etc.
- (7) **DO NOT DISSEMINATE SUSPECT AIRCRAFT LOOKOUTS** outside of official government facilities. As this data is inherently sensitive, unauthorized disclosure of information could compromise an investigation, endanger lives, and could result in criminal prosecution or administrative action against the offender. Cease all actions on LEAM's concerning suspect aircraft upon receipt of a cancellation, or after 7 days, unless otherwise specified.

d. Civil Aviation Security Division, AMC-700, shall ensure that:

- (1) Upon receipt of a stolen aircraft alert, appropriate notification is made to AVN-400 for the aircraft's registration record;

**This Order, and the Information Contained Within,
Shall be Safeguarded from Disclosure.
FOR OFFICIAL USE ONLY
Public Availability to be
Determined Under 5 U.S.C. 552**

(2) Any law enforcement agency making a request in regard to LEAM will be referred to EPIC, the control point for the LEAM system;

(3) Alert notices are removed from the aircraft's registration record upon receipt of either an individual cancellation notice or a cancellation summary.

8. **STOLEN AIRCRAFT SUMMARIES.** In addition to individual alerts, two types of consolidated summaries are distributed:

a. Monthly summaries of aircraft, both stolen and recovered, are published (as soon as possible after the end of each month) which identify aircraft by tail number, type and date stolen or recovered, or both.

b. Semiannual summaries are published each January and July consolidating individual stolen aircraft alerts and monthly summaries. Each semiannual summary identifies only those aircraft which were reported missing during the previous 2-year period.

c. Both summaries are prepared by EPIC and are transmitted to all FAA facilities over the NADIN. Individual alerts summarized in the monthly list and monthly lists summarized in the semiannual list may be destroyed.

9. **SUSPECT AIRCRAFT LOOKOUT PROCEDURES.** The 14 participating Federal, and affiliated state and local, law enforcement agencies with immediate, on site seizure authority, can place suspect aircraft lookouts with the EPIC Watch. Non-member law enforcement agencies may place such lookouts through a participating or affiliated state agency. A lookout is not requested unless "probable cause" is indicated that the aircraft is being used in unlawful activities involving illicit narcotics trafficking, illegal aliens, or weapons. EPIC will accept suspect aircraft lookouts only from law enforcement agencies which have immediate seizure authority of aircraft. EPIC's area of concern is aircraft involved in the smuggling of drugs, aliens, and weapons. Consequently, EPIC will not entertain lookouts on aircraft by agencies without the authority to seize, or on aircraft for offenses of strictly an administrative or local nature.

10. **SENSITIVITY.** SUSPECT aircraft lookouts and the supporting messages are inherently sensitive because unauthorized disclosure of information concerning either could

**This Order, and the Information Contained Within,
Shall be Safeguarded from Disclosure.**


FOR OFFICIAL USE ONLY

**Public Availability to be
Determined Under 5 U.S.C. 552**

11/12/92

1600.29C

compromise an investigation, endanger lives, and could result in criminal prosecution or administrative action against the offenders.


O. K. Steele
Assistant Administrator for
Civil Aviation Security

**This Order, and the Information Contained Within,
Shall be Safeguarded from Disclosure.
FOR OFFICIAL USE ONLY
Public Availability to be
Determined Under 5 U.S.C. 552**

APPENDIX 1. STOLEN AIRCRAFT MESSAGE (SAMPLE)

021740
0197EPIC 05/08/92 2300MDT
LE ALCKT DISTRIB ALL ACS-700
SUBJECT: STOLEN AIRCRAFT ALERT SA-92-0011
(INITIATION)
THE FOLLOWING AIRCRAFT WAS REPORTED STOLEN TO NCIC ON 041992.
TAIL NUMBER N12345
AIRCRAFT MAKE: CESSNA
AIRCRAFT TYPE: T310Q (C310) AIRCRAFT COLOR: BEIGE/BROWN
AIRCRAFT SERIAL NUMBER: 3167891
AIRCRAFT STOLEN FROM PHOENIX, AZ. EXACT DATE UNKNOWN.
SOMETIME BETWEEN EARLY FEBRUARY 1992 TO END OF MARCH 1992.
FOR FURTHER INFORMATION CONTACT THE EL PASO INTELLIGENCE
CENTER (EPIC) MONDAY THRU FRIDAY 8:30AM TO 5:00PM MST. FTS 555-
0000
COMM: (915) 555-0000. OTHER HOURS. CONTACT THE EPIC WATCH AT
FTS 555-1234. COMM: (915) 555-1234 OR CONTACT BY TELETYPE.
ABE SMITH. DUTY WATCH COMMANDER
PREPARED BY: JOHN SMITH
EL PASO INTELLIGENCE CENTER
DEA 21060Z APR 92 (ST4
GT
MESSAGE STORED ON DISK AT 202287 FOR IMMEDIATE TRANSMISSION

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

APPENDIX 2. SUSPECT AIRCRAFT LOOKOUT (SAMPLE)

QAQ0003
DD KDEAYYYZ
13018 KDEAYFYX
00234 EPIC 04/01/92
FAA AIRCRAFT LOOKOUT NO: F92-0001
THIS IS NOT A STOLEN AIRCRAFT ALERT
SUSPECT AIRCRAFT LOOKOUTS AND THE MESSAGES ARE INHERENTLY
SENSITIVE BECAUSE UNAUTHORIZED DISCLOSURE OF INFORMATION
CONCERNING EITHER COULD COMPOMISE AN INVESTIGATION,
ENDANGER LIVES, AND COULD RESULT IN CRIMINAL PROSECUTION, OR
ADMINISTRATIVE ACTION AGAINST THE OFFENDER(S).
AIRCRAFT NUMBER: N12345 AKA: N12435
AIRCRAFT TYPE: PIPER PA-38
AIRCRAFT COLOR: GREEN WITH BLUE TRIM. YELLOW TRIANGLE ON TAIL.
PRESENT LOCATION: MIAMI, FL.
POSSIBLE FLIGHT ROUTE: SOUTHERN LOUISIANA INTO SOUTHEAST
TEXAS.
CANCELLATION DATE 04/08/92
IF LOCATED, NOTIFY EPIC FTS 555-0000, OR COMM. 915-555-0000 OR
800-555-1234 IN TEXAS.
JOHN SMITH, DUTY WATCH COMMANDER
PREPARED BY: JIM JONES
EPIC (BWT) - 00450
SB

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

